

INTELLIGENCE 91

A/R/V

25X1

CLASSIFICATION

CONFIDENTIAL

COUNTRY Hungary

REPORT

TOPIC 1. Fuel Depot near Mór

2. Railroad Line Mór-Pusztavár-Oroszlány

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 28 February 1951

REFERENCES

PAGES 1 ENCLOSURES (NO. & TYPE)

REMARKS

REFERENCE COPY

This is UNEVALUATED Information

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1. A fuel depot which had been built by the Germans in 1943 and 1944 was located on the southern edge of Mór (P 48/Y 81), on either side of the road to Szekesfehervar (C 48/Z 00).
2. The depot consisted of six to eight large underground fuel tanks and a guard house. All the tanks lay in a line about 25 meters south of a single-track railroad line which, about 1 1/2 km south of the railroad station of Mór, branched off toward the east and ended in an unworked pit on the eastern outskirts of Mór.
3. The fuel tanks could be identified on the surface of the earth by grassy hills about 15 meters in diameter. The hills were surrounded by wire fences.
4. West of the road to Szekesfehervar and just north of the railroad line was a stone building in which the military guard personnel of the fuel depot were stationed. A cylindrical tank which was roughly estimated at about 5 meters in diameter was in its yard. It was learned that the underground tanks were of the same type.
5. The tanks were refueled from rail tank cars. No information concerning the amount of fuel stored was available in May 1950.
6. The rail link between the Mór-Szekesfehervar line and the former pit on the eastern outskirts of Mór was built in 1940 and 1941 and was extended to the pit of Pusztavár (P 48/Y 82) in 1940 and 1949. In the spring of 1950 it was observed that the track was to be continued from the multi-track terminus near the pit of Pusztavár in the direction of Oroszlány (P 48/Y 93). Rails and ties were already piled up and ground work was started. Residents and railroadmen stated that the line was to run to a pit near Oroszlány and to end at the Kister (P 48/Y 73)-Bánkida (Q 48/Y 94) line near Koernye (P 48/Y 94). Prior to the spring of 1950 the line served as a coal line and for the transportation of laborers and other employees. A narrow-gauge railway between the pits of Mór and Pusztavár was no longer operated.

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SECRET/CONTROL/US OFFICIALS

25 YEAR RE-REVIEW

Document No. 3

No Change In Class. ☐☐ Declassified

Class. Changed To: TS S (C)

Auth.: HQ 70-2

Date: 1 Aug 78

By